

**BURWOOD/PEGASUS COMMUNITY BOARD
AGENDA**

MONDAY 12 APRIL 2010

AT 5PM

**IN THE BOARDROOM,
CORNER BERESFORD AND UNION STREET,
NEW BRIGHTON**

Community Board: David East (Chairman), Nigel Dixon, Tina Lomax, Gail Sheriff, Tim Sintes, Linda Stewart and Chrissie Williams.

Community Board Adviser
Peter Dow
Phone 941-5305 DDI
Email: peter.dow@ccc.govt.nz

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1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 25 MARCH AND 29 MARCH 2010

The minutes of the Board's extraordinary meeting of 25 March 2010 and its ordinary meeting of 29 March 2010, are **attached**.

3. DEPUTATIONS BY APPOINTMENT

3.1 COUNCILLORS JANE DEMETER AND CAROLE EVANS – ENVIRONMENT CANTERBURY

Councillors Jane Demeter and Carole Evans will brief the Board on Environment Canterbury's Draft Annual Plan 2010/11.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

7.1 ASSET AND NETWORK PLANNING UNIT

Terry Howes, Unit Manager, will update the Board on the role and work of the Asset and Network Planning Unit.

8. PEMBROKE STREET – STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Brian Boddy, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Burwood/Pegasus Community Board for the Pembroke Street kerb and dish channel replacement project, as shown in **attachment 1**.

EXECUTIVE SUMMARY

2. Pembroke Street is a local road that runs between Avonside Drive and Breezes Road, with a vehicle usage of approximately 700 vehicles per day. The existing kerb and flat channel has failed prematurely, which could be due to a number of factors, such as the high water table. Although the street is in reasonable condition the road shoulder is cracked and worn through with potholing in places. Footpaths were last resurfaced in December 1983 and are not scheduled for further maintenance unless as part of kerb and channel replacement.
3. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Pembroke Street. The primary objectives for the project were set out as follows:
 - (a) To replace the kerb and channel.
 - (b) To maintain or improve safety for all road users.
 - (c) To ensure adequate drainage is provided.
 - (d) To complete the project within the allocated budget.
 - (e) To complete the construction within the 2010/11 financial year.
 - (f) To minimise whole of life costs.

FINANCIAL IMPLICATIONS

4. The kerb and channel renewal works for Pembroke Street are programmed in the LTCCP for implementation in the 2010/11 financial year. Based on current estimates, staff believe there is sufficient funding in the budget to implement the proposed plan. Pricing information is included in the public excluded section of this agenda.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

5. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2009-19 LTCCP (refer page 245).

LEGAL CONSIDERATIONS

6. There are no land ownership issues associated with this project. The project is within existing land boundaries. No resource consents are required.

Have you considered the legal implications of the issue under consideration?

7. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
8. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.

8. Cont'd

9. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

11. Funding for the proposed Pembroke Street Renewal project is programmed in the 2009-19 Long Term Council Community Plan (LTCCP) Street Renewal Programme.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. This project is consistent with key Council strategies including the Parking Strategy, Road Safety Strategy and Pedestrian Strategy.

CONSULTATION FULFILMENT

13. A memorandum was sent to the Burwood/Pegasus Community Board Adviser and passed on to the Board in July 2009 advising of the project consultation programme.
14. An initial survey was then carried out with the residents and property owners of Pembroke Street in August/September 2009. Twenty five responses were received expressing concern over speeding vehicles; an unsafe truck parking on the bend in the road; concern at safety levels of children cycling and traffic congestion before and after school; and that the condition of the road and footpaths.
15. A seminar was held with the Burwood/Pegasus Community Board on 2 November 2009 prior to the publicity pamphlet (including concept plan) being distributed to the community and stakeholders for consultation. The feedback period was from 20 November 2009 until 11 December 2009. Approximately 160 households in Pembroke Street, and other interested groups, were consulted, of which 25 responded. The majority of respondents (84 per cent) were in support of the proposal.
16. The key issues raised related to on-street parking, traffic control, landscaping and the lack of undergrounding. A summary of the feedback received in the consultation phase and the project team's responses have been **circulated separately** to the Board members.
17. As a result of the feedback received, the following changes have been made:
 - (a) Shift the two metre wide footpath to the kerbside on the west side of Pembroke Street from Horton Place to Breezes Road so there is one metre between boundaries and pedestrians. This will necessitate two power poles being shifted against the property boundary, i.e. in front of house number nine and house number three.
 - (b) Raised platforms will be extended so there is two metre gap between any approach ramps and cut down.
 - (c) Pedestrian cut downs will be added across Pembroke Street at the Horton Place and Cardrona Road intersections, where there is no driveway conflict.
 - (d) A double sided general regulatory (RG-25) 'Pedestrians' sign will be installed on the existing power pole outside number 40 Pembroke to indicate a walkway entrance/exit.

8. Cont'd

- (e) Remove landscaping between house numbers 62 and 58, outside Chisnallwood Intermediate School and on the west side of the Pembroke Street and Breezes Road intersection.
 - (f) A P3 parking restriction to be installed to create a drop off zone which will operate from 8.30 to 9.30 am and 2.30 to 3.30 pm on school days.
18. Each submitter has received an email or letter, which acknowledged that their submission has been received.
19. All respondents were sent a final reply letter that outlined the outcome of consultation and the recommended concept plan. The letter informed respondents that a report would be presented to this meeting of the Burwood/Pegasus Community Board for approval. Details of the Board meeting were also provided so that any interested residents could attend or address the Board prior to the decision being made.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board approve:

- (a) The proposed plan for the Pembroke Street Renewal (TP 316201), as per **attachment 1**; and
- (b) The following parking restrictions:

Revoke existing no stopping restrictions

- (i) That the existing no stopping restrictions on Pembroke Street commencing at Breezes Road and extending in a southerly direction to Avonside Drive, be revoked.

Install new parking restrictions

- (i) That the stopping of vehicles be prohibited at any time on the west side of Pembroke Street commencing at its intersection with Breezes Road and extending 28 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Pembroke Street commencing at its intersection with Breezes Road and extending 32 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the south side of Breezes Road commencing at its intersection with Pembroke Street and extending 12 metres in a westerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Breezes Road commencing at its intersection with Pembroke Street and extending 22 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the west side of Pembroke Street commencing at its intersection with Horton Place and extending 12 metres in a northerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Pembroke Street commencing at its intersection with Horton Place and extending nine metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Horton Place commencing at its intersection with Pembroke Street and extending 10 metres in a westerly direction.

8. Cont'd

- (viii) That the stopping of vehicles be prohibited at any time on the south side of Horton Place commencing at its intersection with Pembroke Street and extending 10 metres in a westerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the east side of Pembroke Street commencing at a point 75 metres south of its intersection with Breezes Road and extending 26 metres in a southerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Pembroke Street commencing at a point 43 metres east of its intersection with Cardrona Street and extending 46 metres in a easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Pembroke Street commencing at a point 92 metres north of its intersection with Avonside Drive and extending 28 metres in a easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Pembroke Street commencing at its intersection with Cardrona Street and extending 15 metres in an easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Pembroke Street commencing at its intersection with Cardrona Street and extending seven metres in a westerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the east side of Cardrona Street commencing at its intersection with Pembroke Street and extending 12 metres in a northerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the west side of Cardrona Street commencing at its intersection with Pembroke Street and extending 12 metres in a northerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the south side of Pembroke Street commencing at its intersection with Avonside Drive and extending 12 metres in an easterly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the north side of Pembroke Street commencing at its intersection with Avonside Drive and extending 12 metres in an easterly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the east side of Avonside Drive commencing at its intersection with Pembroke Street and extending 12 metres in a southerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on the east side of Avonside Drive commencing at its intersection with Pembroke Street and extending 18 metres in a northerly direction.

8. Cont'd

BACKGROUND (THE ISSUES)

21. Chisnallwood Intermediate School has an entrance opposite Horton Place. Pedestrian and cyclist demand is high during school starting/finishing time, at the Breezes Road intersection and at the school driveway opposite Horton Place where there is a temporary 40 kilometre per hour school zone. There is a pathway between number 40 and 44 Pembroke that links to Emlyn Playground as well as Emlyn Place and is likely also to be used by school children.
22. Parts of Breezes Road, including the intersection with Pembroke Street near Chisnallwood Intermediate School were reconstructed in 2005; improvements included the provision of pedestrian islands on Breezes Road.
23. There were four crashes in the five year period 2004/2009, all of which were loss of control type crashes, involving either alcohol or excessive speed. The Avonside Drive intersection has also had ongoing problems where cars hit the lamp post on the north east corner of Pembroke Street. Speed surveys conducted between 5 and 17 August 2009 indicate a possible speeding issue, as the 85th percentile speed is 55 kilometres per hour.

THE OBJECTIVES

24. The primary objectives for the project are:
 - (a) To replace the kerb and channel
 - (b) To maintain or improve safety for all road users
 - (c) To ensure adequate drainage is provided
 - (d) To complete the project within the allocated budget
 - (e) To complete the construction within the 2010/11 financial year
 - (f) To minimise whole of life costs.

THE OPTIONS

25. Three options were developed for comparison, each of which is discussed below. Option 3 has been further developed to result in the preferred option.
26. Option 1 is to replace the kerb and channel on the existing alignment, without implementing any safety improvements. It also involves carriageway and footpath reconstruction/resurfacing, plus any minor maintenance works where required. This scheme will see the removal of over one kilometre of existing kerb and flat channel due to premature failure. The results of initial consultation indicate there is speeding issue. The 85th percentile speed is 55 kilometres per hour. As no traffic calming is proposed this option will not reduce vehicle speeds, although it will maintain it if speeding is not a real problem or the existing school zone is considered adequate. Option 1 has not been selected as the preferred option as safety objectives may not be met.
27. Option 2 includes:
 - (a) The replacement of kerb and flat channel, carriageway and footpaths, keeping the existing nine metre wide road alignment.
 - (b) New kerb alignment or build outs where Pembroke Street intersects Cardrona Street, Avonside and Breezes Road. Also smoothing out the bend outside numbers 61 to 63 Pembroke Street. All corner radii will be five metres.
 - (c) A 75 millimetre raised platform at the Cardrona Street intersection and also at the Horton Place intersection for school related traffic, which is within the 40 kilometre per hour school zone.

8. Cont'd

- (d) Two speed humps located between numbers 25 and 27 and at number 40 Pembroke Street (just after the walkway to Emlyn Playground).

This option addresses key objectives better, but intersection platforms tend to be expensive and may not be required, especially at Cardrona Street. This treatment is not used often at intersections between local streets, although emphasis of the school zone at Horton Place serves an additional purpose of highlighting where children will enter traffic. On the other hand this treatment could give drivers mixed messages as the school zone only operates during peak school hours whereas the platform is fixed. Reducing the curve radius and squaring up the intersections (at Cardrona Street) improves sight distance and safety for pedestrians. Option 2 has not been selected as the preferred option as this form of traffic calming can be expensive.

28. Option 3 is the same as Option 2 above, except the method of traffic calming is changed to:

- (a) A type C threshold treatment where Pembroke Street intersects Breezes Road.
- (b) Four speed humps spaced 120 metres apart, located at number 69, 40, 29 and 13 Pembroke Street. Speed humps are cheaper than intersection platforms, and are effective at temporary speed reduction. They can easily be positioned so they will not affect driveway access, and people can park next or on them. Depending on materials used, they can be implemented on a trial basis, relocated or removed where necessary. Option 3 has been further developed to result in the preferred option.

THE PREFERRED OPTION

29. The proposals in the preferred option, being a development of Option 3, includes:

- (a) Replacement of existing kerb and flat channel that has failed with new kerb and channel.
- (b) Full carriageway and footpath reconstruction.
- (c) A 75 millimetre raised platform at the Cardrona Street intersection and also at the Horton Place intersection for school related traffic, which is within the 40 kilometre per hour school zone.
- (d) Teeing up the intersection of Pembroke and Cardrona Street, and tightening the kerb radius at Breezes Road and Avonside Drive to five metres.
- (e) Street lighting and drainage upgrade to meet current IDS/CSS standards.
- (f) Imposing parking restrictions on the bend outside number 61/63 Pembroke Street.
- (g) Provide pedestrian cut downs at key crossing locations.
- (h) Repairing the school zone variable message sign that is not working (under the maintenance budget).

30. This proposal meets the stated aims and objectives of the project. The proposal also takes into consideration all identified asset management issues, best practice guidelines, safety issues and legal considerations associated with this project. A safety audit has been completed and incorporated into the proposed scheme. The budget will not need to be increased to achieve the objectives as stated above.

9. WAITIKIRI DRIVE AND BOTTLE LAKE FOREST PARK ENTRANCE

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Asset and Network Planning Unit Manager
Authors:	Kelly Hansen, Recreation Planner and Michael Thomson, Senior Traffic Engineer

PURPOSE OF REPORT

1. The purpose of the report is to seek a Board decision not to proceed with road markings on Waitikiri Drive, and Board support for a new entrance to Bottle Lake Forest Park to be put forward for consideration in the 2012-22 LTCCP.
2. This report responds to the Board's decision at its meeting on 16 November 2009:
 - (a) To request that a further traffic count be carried out in Waitikiri Drive over the summer period including weekends.
 - (b) To request that staff report to the Board on:
 - (i) The installation of a painted centre line in Waitikiri Drive and for yellow no stopping lines on the bend in the vicinity of number 79 Waitikiri Drive;
 - (ii) Details of the intended new entrance to the park proposed in the Bottle Lake Forest Park Management Plan before the next Annual Plan process.
 - (c) That staff be requested to meet onsite with affected residents to discuss the traffic management measures in (b) above.

EXECUTIVE SUMMARY

Traffic count

3. Traffic volume on Waitikiri Drive, beyond Bluestone Drive, was measured during August 2009 and the results were discussed in a memorandum to Board members. The Board requested that further traffic counts be performed to measure traffic volumes over summer. This traffic count is planned to occur in February to measure the total volume of traffic on Waitikiri Drive and identify the proportion attributable to Bottle Lake Forest Park.

Painted centre line and yellow no stopping lines

4. Traffic calming measures were discussed in a memorandum to Board members and will be considered in the 2012-22 LTCCP process. The Board requested a further report on a painted centre line and yellow no-stopping lines.
5. It is very common for residents to request traffic calming/road narrowing measures on local roads where the operating road width is wide. Typically older roads constructed with dish channel were 14 metres wide (kerb to kerb) and the standard local residential road width is now nine metres wide. Reconstruction to the new, standard, narrower roadway width has the effect of reducing vehicle speeds, which usually addresses the residents' concerns about speeding.

Centre line

6. In contrast to narrowing roads, increased guidance by way of additional road markings will increase traffic speeds. This is due to creating the assumed certainty that, so long as the motorists feel they are on their side of the centreline, they will not conflict with oncoming traffic. This situation has proven to increase operating speeds, compared to roads where road markings do not exist, and may well apply to Waitikiri Drive. Additionally, Road Law actually allows motorists to travel faster around a bend, if the road is marked in lanes, i.e. with a centreline. Refer section 5.9 of the Land Transport Rule: Road User: 2004 below.

9. Cont'd

"5.9 Stopping and following distances:

- (1) *A driver must not drive a vehicle in a lane marked on a road at such a speed that the driver is unable to stop in the length of the lane that is visible to the driver.*
- (2) *A driver must not drive a vehicle on a road that is not marked in lanes at such a speed that the driver is unable to stop in half the length of roadway that is visible to the driver."*

No stopping lines

7. There are numerous local roads in Christchurch City, which have curved alignments similar to this situation in Waitikiri Drive. The Land Transport Rule: Road User: 2004, section 6.3 below prescribes that vehicles can not be parked on a bend, regardless of the presence of broken yellow lines.

"6.3 Parking close to corners, bends, etc:

- (1) *A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle approaching that corner, bend, rise, dip, traffic island, or intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority."*
8. It has not been Council practice to install no stopping restrictions on all local roads with bends for the following reasons:
 - (a) Can further increase motorists' speeds for the reasons stated above, i.e. removal of parked cars effectively widens the available road space and reduces "side friction" thereby speeding traffic up;
 - (b) Potentially affects other residents who may need the roadside to park. Note: the adopted Council Parking Strategy provides a higher priority for parking on local residential roads, compared to busier arterial roads etc;
 - (c) Removing kerbside parking means that motorists will travel closer to the kerbside increasing the difficulty of exiting driveways for residents.
9. A centre line and yellow no-stopping lines are likely to increase the speed of traffic in Waitikiri Drive and are therefore not recommended.

New entrance to Bottle Lake Forest Park

10. Bottle Lake Forest Park offers diverse recreational experiences and benefits in a unique forest setting. A key value of the park is the feeling of wilderness and remoteness it renders, so easily accessible from the central city. It is a highly valued asset of regional significance.
11. The Bottle Lake Forest Park Management Plan (1999) promotes multiple use of the park centring on forestry and recreation. The plan sets out the following management goal for the park:

"To provide for the harmonious management of timber production, special purpose activities, the development of diverse recreation and education experiences and the protection of scenic, ecological and scientific values (page 9)."
12. The management plan provides objectives, policies, and development proposals to facilitate management and development of the park to attain this goal. It includes a proposed new entrance to Bottle Lake Forest Park in recognition of raised volumes of traffic on Waitikiri Drive from the increasing use of the park. Relevant policies and proposals from the plan are reproduced below.

9. Cont'd

Management Plan Policies

“11.1 Road Development:

1. *A new road (Forest Park Drive) shall be created off Landfill Road to provide the primary entry area to Bottle Lake Forest Park (page 49).*

11.2 Park Entry Areas and Access Points:

1. *A hierarchy of park entry and access points will define key focal areas for visitor activity and recreation within the Forest Park.*

Explanation: Each park entry area will also be developed and promoted with a theme to assist in easier user identification, for example, family amenity area within the Rothesay Recreation Corridor.

3. *Secondary park entry areas shall be developed at Spencer Park, the end of Bower Ave and off Landfill Road.*

Explanation: These areas will be developed in conjunction with substantial car parking provisions, major track junctions and specific recreation use areas (page 50).

4. *Minor points of access shall be developed off Queenspark Drive, Regalwood Close, Flaxgrove Terrace and Aston Drive.*

Explanation: Development will be oriented around pedestrian and cycle requirements of the immediate residential area with small scale parking at some locations (page 50).

5. *Barrier mechanisms, vegetative or constructed, to prevent unauthorised vehicle and motorcycle access within the Forest Park and onto Waimairi Beach shall be provided at all entry and access points (page 50).*

6. *Well located and maintained pedestrian accessways shall be established at regular intervals and where access is in demand.*

Explanation: Provision of these accessways will cater for pedestrians and cyclists primarily from immediate residential surrounds, for example Flaxgrove Terrace (page 50).

8. *Consideration shall be given to fencing either side of accessways to prevent diversions. Signs shall be installed advising of obligations (page 50).*

9. *Horse access will be provided for and permitted only at the following locations:*

*Main park entrance
Bower Avenue/Beach Road
Spencer Park/Heyders Road
Spencer Park beach area (page 50)*

11.3 Vehicle Parking:

1. *Vehicle parking areas shall be provided at identified park entry points as outlined below:*

Main Forest Park entrance:

Forest Park Drive (Provision for 70 cars)

Secondary Park Entry Areas:

*Spencer Park (Provision for 60 vehicles)
Bower Avenue (Provision for 60 vehicles)*

9. Cont'd

Minor Forest Park Access Points:

*Queenspark Drive (Provision for 15 vehicles)
Regalwood Close (Provision for 10 vehicles)
Aston Drive (Provision for 10 vehicles)
Flaxgrove Tce (No parking available, local pedestrian access only)*

Any increase in formed carpark provision shall be subject to survey information of park use and vehicle numbers over a relatively extended time frame (page 52).

4. *Access to the main forest car park entrance area will be restricted to daylight hours as determined by the park rangers for reasons of security (page 52).*
6. *Parking areas suitable for buses (turning circle and load bays), will be provided at the forest park headquarters area (page 52)."*

Management Plan Development Proposals

13. The landscape development plan on page 42a illustrates a new entrance (Forest Park Drive) which enters the park from Landfill Road.

"An entry realignment branching off the landfill road provides easy and legible access to the forest park. Waitikiri Drive itself could be closed in the future with the proposed Forest Park Drive providing access to the Windsor and Waitikiri golf courses (page 42).

... The road terminates at the existing car park area where recreational users of the forest can access tracks into the forest area. Provided also is a bus turn around and drop off area for visitors and tourists arriving at the visitors centre (page 42)."

Management Plan Appendix 3: Tracks and Access Map

14. The map in Appendix 3 (p 66) indicates a new road from the intersection of Putake Drive and Landfill Road across the park and linking into Waitikiri Drive at the bend beside 75 Waitikiri Drive.
15. In addition to the policies and proposals listed above, Board members should keep in mind that the management plan contains a policy requiring the land around the park headquarters to become reserve classified as Local Purpose (Plantation). It is currently held in fee simple, zoned as Rural 1 in the City Plan and is not yet reserve land.

"2.2 Reserve Classification:

Policy: So that the future land uses of recreation and plantation forestry are protected, forest park land held in fee-simple shall be classified under section 14 of the Reserves Act as 'Local Purpose' (Plantation) (page 10)."

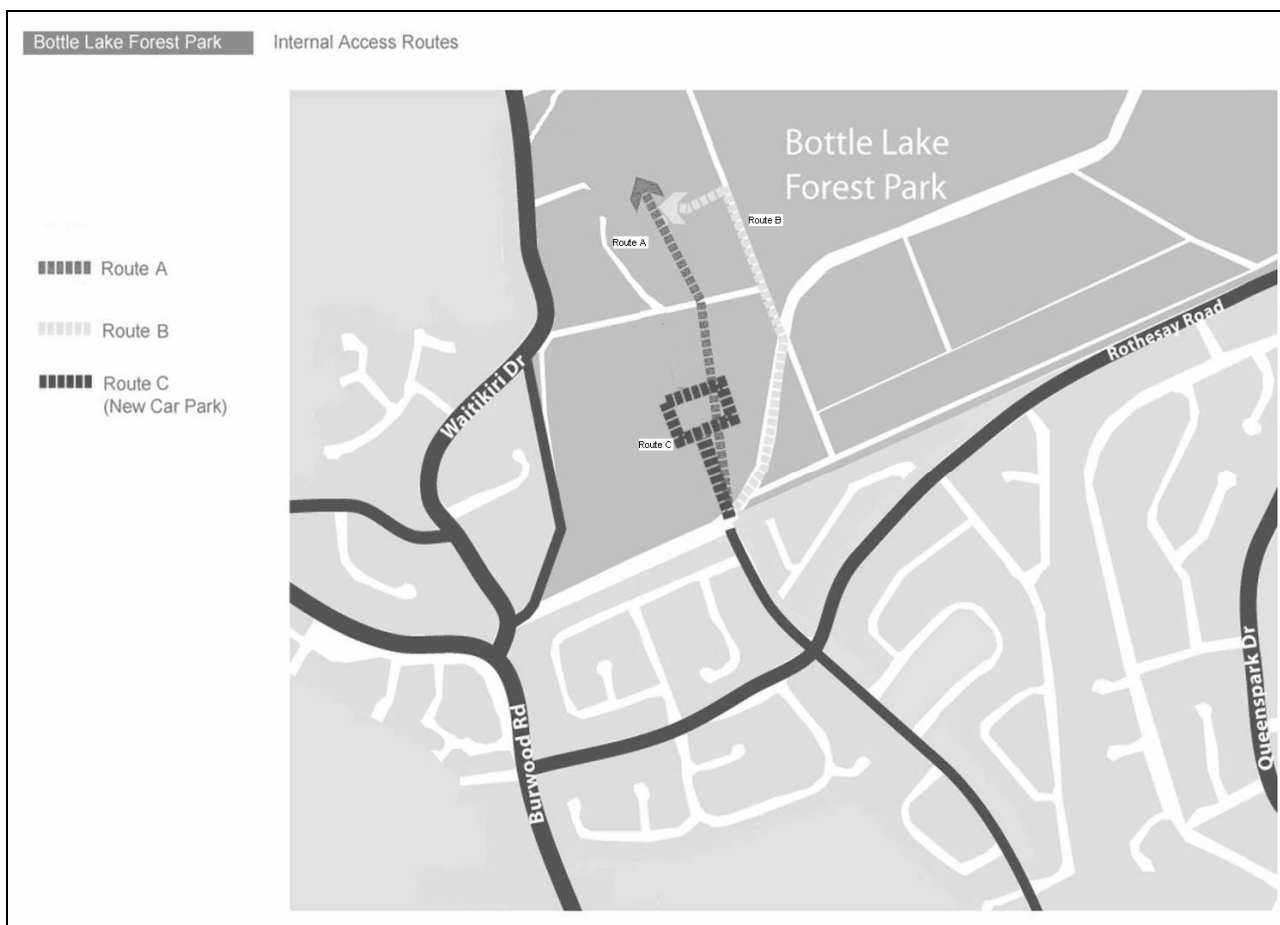
16. From a park management point of view, a new entrance to Bottle Lake Forest Park is of low priority. It would make access to the park a little bit more convenient for some park users but will not improve the park itself. There is presently no park management need to change the present layout or entrance provision. However, it is recognised that a new entrance may help reduce traffic volumes on Waitikiri Drive.
17. There are numerous other entry points to the park which are also well used. In recent years the construction of Aston Drive has opened up access along the south east boundary of the park. An extension to the car park at the northern end of Bower Avenue is programmed for 2012/13. Numbers of people using the various entrances is not known. Further investigation is required to determine how best to treat each entrance.

9. Cont'd

18. While a new park entrance is prescribed by the management plan, the descriptions and diagrams in the plan vary and details of the new entrance have not been determined. Numerous options exist and require investigation and planning before detailed design and costing can occur.
19. A new entrance is likely to be routed from either Landfill Road or Putake Drive, or both. Landfill Road is currently closed to the public and has a locked gate near the entrance. It is used by heavy vehicles capping the Burwood Landfill, which is expected to continue for at least two more years. For safety reasons and to prevent public vehicle access in to the park, public use of the road is not currently allowed. A new entrance to the park can not proceed until capping of the Burwood Landfill is complete and the road becomes safe for public use. Landfill Road is also used at particular times of the year by logging trucks and other forestry machinery, which will continue.
20. Work has begun on various concepts for a new park entrance. These concepts need to be further developed and assessed on the following criteria before progressing to further design detail:
 - (a) Impact on park and park users;
 - (b) Impact on surrounding roads and residents, e.g. shifting the high traffic volumes from Waitikiri Drive to Putake Drive and feeder roads;
 - (c) Safety audits;
 - (d) Volume of traffic to be catered for;
 - (e) Anti-social driving behaviour;
 - (f) Ability to control access to the park and close the park at night;
 - (g) Effectiveness at reducing traffic on Waitikiri Drive;
 - (h) Effectiveness and appropriateness of diverting golf traffic as well as park traffic from Waitikiri Drive;
 - (i) Cost;
 - (j) Need for and impact of stopping part of Waitikiri Drive;
 - (k) Impact on forestry practices and licence;
 - (l) Legal implications;
 - (m) Consistency with management plan, Council policy, strategies and practices;
 - (n) Future development of the park headquarters area;
 - (o) Consultation outcome.

9. Cont'd

21. For the purpose of this report, carriageway construction costs have been estimated for three different concepts. The three concepts are illustrated on the diagram below.



22. The estimated carriageway construction costs only have been calculated at a rate of \$285 per metre (for a road width of 6.5 metres), a figure obtained from roading engineers in the capital delivery team. Costs do not include planning, design, consultation, paths/tracks, lighting, resource consent, tree and stump removal, survey, post and cable, landscaping, swales, road closure/stopping, signage etc. More accurate cost estimates that take all the factors into consideration will not be available until more detailed design is completed. Resources are not currently available to do this work.

Route A

23. Route A provides a route into the existing Bottle Lake Forest Park car park winding through the park in an approximate northerly direction from Putake Drive/Landfill Road, linking directly into the existing car park. Route A was illustrated in the Landscape Proposal Plan on page 42 of the management plan. Estimated cost of carriageway construction: \$17,000. Total cost is likely to be significantly higher than this due to the costs of the other factors mentioned above which are yet to be calculated.

Route B

24. Route B provides a route to the east of the other routes through the Forest Park, following the existing Landfill Road to a greater degree, before extending north, and then west, linking back into the existing Park car park. Estimated cost of carriageway construction: \$140,000. Total cost is likely to be significantly higher than this due to the costs of the other factors mentioned above which are yet to be calculated.

9. Cont'd

Route C

25. Route C provides a new entrance and car park near Putake Drive/Landfill Road. Estimated cost of carriageway construction and car park: \$305,250. Total cost is likely to be significantly higher than this due to the costs of the other factors mentioned above which are yet to be calculated and relocation of visitor facilities such as toilets, signs etc.
26. Further work is required on all of the conceptual routes before any recommendations can be made on the preferred route.

Meeting with residents on site

27. Staff met with Mr Ross Harland and four residents on Thursday, 21 January 2010 and discussed possible traffic calming measures in Waitikiri Drive and a new entrance to Bottle Lake Forest Park.
28. It was agreed that traffic calming was complicated and that there was no simple solution to the issues. Problems with centre lines and yellow no stopping lines were explained to and accepted by the residents.
29. The process of including a new entrance to Bottle Lake Forest Park in the 2012-22 LTCCP was explained to the residents, who were encouraged to participate in the process by making a submission.

FINANCIAL IMPLICATIONS

30. No funding is currently available for Waitikiri Drive or a new entrance to Bottle Lake Forest Park. Proposals will need to be developed for consideration in the 2012-22 LTCCP.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

31. Staff recommendations align with the LTCCP budget as there is no current provision in the LTCCP 2009-19 for a new entrance to Bottle Lake Forest Park.

LEGAL CONSIDERATIONS

32. If any traffic management changes are installed they must comply with the Land Transport Rule: Traffic Control Devices: 2004.
33. Any new entrance to Bottle Lake Forest Park must be consistent with the policies contained in the park management plan, or the management plan may need to be reviewed.

Have you considered the legal implications of the issue under consideration?

34. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

35. Road Network and Regional Parks are activities contained in the 2009-19 LTCCP, on page 80 and page 126 respectively.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

36. The Council service for the road network is planning, building and maintaining the public road network, including:
 - (a) Traffic services and safety programmes;
 - (b) Road infrastructure (including bridges, walls, culverts);

9. Cont'd

- (c) Road drainage facilities (kerbs and channels);
 - (d) Road amenity (including street lighting and landscaping).
37. The Council service for regional parks is to manage a network of parks of regional significance, such as the Port Hills reserves, the Travis Wetland and Bottle Lake Forest.
38. These services are reflected in the activity management plans.

ALIGNMENT WITH STRATEGIES

39. Any future action for Waitikiri Drive or Bottle Lake Forest Park must align with the Road Safety Strategy, Parking Strategy, Cycling Strategy, Pedestrian Strategy and Draft Public Open Space Strategy.

Do the recommendations align with the Council's strategies?

40. Staff recommendations align with the above strategies.

CONSULTATION FULFILMENT

41. No public consultation has occurred.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Does not proceed with road markings on Waitikiri Drive.
- (b) Supports the undertaking of further investigation and planning for a new entrance for Bottle Lake Forest Park to be put forward for consideration in the 2012-22 LTCCP and that detailed design work and consultation be undertaken when funding becomes available.

10. BOWER AVENUE - STREET RENEWAL PROJECT AND TRAFFIC AND PARKING AMENDMENT (BOWER AVENUE) BYLAW 2010

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Phillip Crossland, Project Manager

PURPOSE OF REPORT

1. The purpose of this report is to request that the Burwood/Pegasus Community Board recommend to the Council that a Special Consultative Procedure be commenced for the establishment of cycle lanes on both sides of Bower Avenue between New Brighton Road and Marriotts Road as part of the Bower Avenue Street Renewal Project, and the amendment of the Christchurch City Council Traffic and Parking Bylaw 2008.

EXECUTIVE SUMMARY

2. This project was initiated by the Transport and Greenspace Unit in June 2009 to renew the remaining kerb and dish channel in Bower Avenue. This project covers the 1,365 metre section of Bower Avenue between New Brighton Road and Marriotts Road.
3. Bower Avenue is a minor arterial road, with an average traffic count of approximately 7,000 vehicles per day. The adjacent land use along the route is predominantly residential, although the route also contains some local shops and an entrance to Queen Elizabeth II Park.
4. In addition to replacing the kerb and channel, other objectives of the street renewal are to maintain and improve safety for all road users, and to renew street drainage pipes where required. Traffic calming facilities (kerb build-outs with Chinese Elms) together with new maples down both berms will enhance the character of the area. The street lighting will also be upgraded. There will be no undergrounding of the existing overhead services. Cycle lanes are proposed along both sides of the road, along with the addition of improved pedestrian crossing facilities. The proposed cycle lanes will link with existing cycle lanes in New Brighton Road. Tactile pavers have been included in the plan at new pedestrian crossing points.
5. The City Plan requires cycle facilities to be considered for collector and arterial roads and the Council Infrastructure Design Standard states that cycle lanes must be included for all street works on collector and arterial roads. A cycle lane is classed as a special vehicle lane and under the Transport Act 1962, special vehicle lanes must be specified in a bylaw. The most appropriate way for Christchurch City Council (the Council) to achieve this is to amend Schedule 2 of the Christchurch City Council Traffic and Parking Bylaw 2008 (the Bylaw). Under the Council's bylaw making powers in section 72(1) (kb) of the Transport Act 1962, a special vehicle lane can only be created by specifying the road on which the lane is on in a bylaw. To ensure that the proposed cycle lane can be enforced it needs to be specified by inclusion in Schedule 2 of the Bylaw following a Special Consultative Procedure for making amendments to the Bylaw. The Local Government Act 2002 specifies that any alterations or additions to a bylaw may only be undertaken following a special consultative procedure.
6. The Council's Cycling Strategy 2004 aims to create a cycle-friendly city with the three objectives of increasing cycling, increasing the enjoyment of cycling and improving the safety of cycling in Christchurch. The strategy recognises the need to consider the National Engineering Design Guide when developing a cycle network for Christchurch. Enhancing the physical environment is a key method of achieving the strategy's objectives. Provision of an improved physical cycling environment is also aligned with the New Zealand Land Transport Strategy and the National Walking and Cycling Strategy. The cycle network is made up of a mix of on-road and off-road cycle routes. Priority (of provision) is determined by many factors including cycle usage levels, reported cycle accidents and cyclist concerns.

10. Cont'd

7. The New Zealand Transport Agency Crash Analysis System shows a total of 33 crashes occurred in the vicinity of this section of Bower Avenue over the last five years. One of these involved a pedestrian, and two of them involved cyclists. Of these accidents, the most significant number of accidents occurred at the Bower Avenue/Travis Road/Rockwood Avenue roundabout intersection where 12 accidents occurred over the five year period, with vehicles involved either in "rear-end" shunt style accidents, or when failing to give way at the roundabout. Elsewhere, accidents occur in limited numbers at a number of intersections along Bower Avenue, with only three mid-block accidents, and no more than a single accident occurring at any other intersection.
8. This street renewal project reduces the total number of car parks along this section of Bower Avenue. Parking surveys have been completed for the street and the proposed number of car parks more than caters for the maximum observed number of vehicles that park on the street. The reduction of car parking is due to a number of factors including extending the no stopping beside the bus stops, so that the bus stops are marked in accordance with current design standards; including the standard 4.1 metre wide cut-downs at the entrances to driveways, which widens the majority of the existing entrances; including build-outs for traffic calming and landscaping; including the pedestrian islands to improve pedestrian safety when crossing the road; and including the associated tapers for the cycle lane. The result of these factors reduces the total number of car parks from approximately 200 existing car parks to approximately 140 proposed parks.
9. **Attachment 1** is a statement of proposal (including the proposed Traffic and Parking Amendment (Bower Avenue) Bylaw 2010, and the proposed plan) and **Attachment 2** is a summary of information, as required under the Local Government Act 2002, for formal approval by the Council.
10. The process for making the amendments to the Bylaw is as follows:
 - (a) The Council resolves that the amendments to the Bylaw are the most appropriate way to address the perceived problems (which are identified above) and that there are no inconsistencies with the New Zealand Bill of Rights Act (see recommendations below).
 - (b) The Council approves the Statement of Proposal and Summary of Information, publicises it to enable public submissions and appoints a Hearings Panel to hear submissions (see recommendations below).
 - (c) The Special Consultative Procedure for this proposal will be from Friday 30 April to Monday 31 May 2010.
 - (d) If any submitters wish to be heard, hearings will take place between 28 and 30 June 2010.
 - (e) The Council will then receive a report from the Hearings Panel to consider the recommendations of the panel, and adopt the amendments to the Bylaw (Attachment 1a). Construction of the cycle lane may then take place.

FINANCIAL IMPLICATIONS

11. Funding is provided in the Capital Work Programme and covers all project costs from investigation through to implementation. Recent cost estimates indicate that this project can be completed within the allocated budget.

Do the Recommendations of this Report Align with the 2009-2019 Long Term Council Community Plan (LTCCP) budgets?

12. The recommendations of this report align with the 2009-2019 LTCCP budgets.

10. Cont'd

LEGAL CONSIDERATIONS/SECTION 155

13. Section 155 of the Act requires the Council to determine whether the making or amending of a bylaw is *"the most appropriate way to address the perceived problem"*. The Council is also required to determine whether the bylaw is in the most appropriate form and that there are no inconsistencies with the New Zealand Bill of Rights Act 1990 (NZBORA).

Appropriate way to address problem

14. Five options were considered for this street renewal project in Bower Avenue.

(a) **Option 1 – Do Minimum**

Option 1 involves maintaining the existing arrangements along the route, simply replacing the existing dish channel, with kerb and flat channel. No other changes are proposed.

Benefits include:

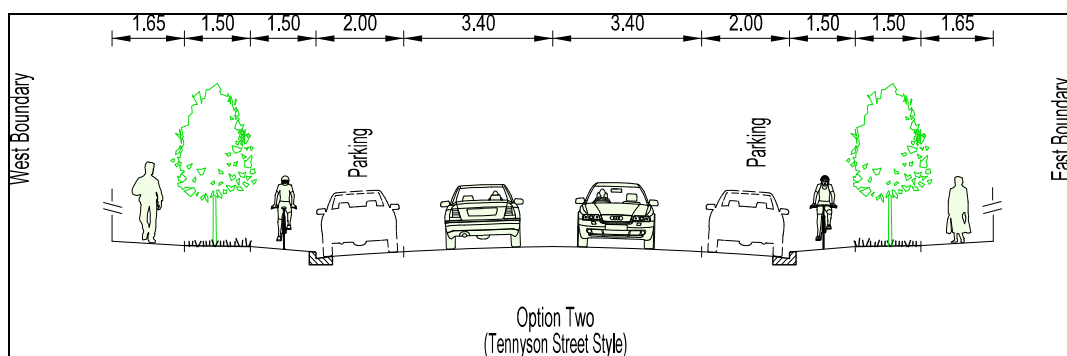
This do-minimum option is the lowest overall cost solution and maintains the existing level of service.

Shortfalls include:

Existing arrangements in terms of street drainage, carriageway structure, footpaths, street lighting, signs, road markings and other infrastructure are maintained, with no improvements made. It does not meet the aims and objectives of the project.

Conclusion:

Option 1 has not been selected as the preferred option as it does not meet the aims and objectives of the project.

(b) **Option 2 – Tennyson Street style cycle lanes**

Option 2 reduces the carriageway width to 10.8 metres and provides two 3.4 metre wide traffic lanes and two metre wide on-street parallel parking lane on each side of Bower Avenue. A 1.5 metre wide off-road cycle lane is proposed between the kerb and the grass berm on both sides of the road, in the style that has been used in Tennyson Street, Beckenham. A 1.65 metre wide footpath is proposed adjacent to the boundary on each side of the road. Kerb extensions, pedestrian median islands and intersection treatments proposed for this option are the similar to Option 3 below. There will be a similar reduction in the number of on-street car parks to that shown in Option 3.

Benefits include:

- (i) Enhanced streetscape by providing more opportunity for landscaping.
- (ii) Mid-block pedestrian crossing points will provide safer crossing points for pedestrians to cross Bower Avenue.

10. Cont'd

- (iii) New street trees and landscaping will be located in some sections within kerb build outs and the new grass berms along both sides of the road where possible. The existing street trees are to be replaced by Acer Burgerianum (Maple) along the berms and Chinese Elm on the build-outs.
- (iv) The proposed design will have a traffic calming effect, which is expected to reduce vehicle speeds along Bower Avenue.
- (v) The off-road cycle lane separates cyclists from moving vehicles.

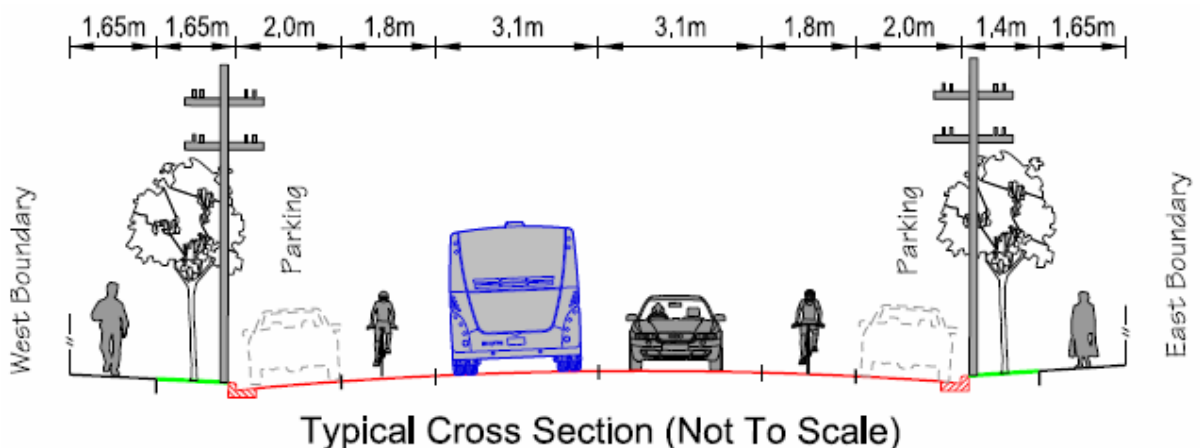
Shortfalls include:

- (i) The road will be narrowed to 10.8 metres, insufficient to meet City Plan requirements. A Resource Consent will therefore be required.
- (ii) Reviews of the Tennyson Street cycle lane have raised concerns in relation to conflicts with vehicles exiting driveways.
- (iii) Cyclists may conflict with parked car opening doors, due to the narrow 1.5 metre cycleway width.
- (iv) Pedestrians may use the cycleway as a footpath.
- (v) Rubbish and recycle bins may be placed on the cycleway on collection days.
- (vi) The Tennyson Street style was not considered to solve adequately the existing conflicts between cyclists and motor vehicles, and brings new safety issues in relation to potential conflicts between cyclists and pedestrians, and between cyclists and service requirements.

Conclusion:

Option 2 has not been selected as the preferred option.

(c) **Option 3 – Standard Cycle lanes – the preferred option**



Option 3 includes the replacement of the existing dish channel on its existing alignment, retaining the existing carriageway width of approximately 13.8 metres. This option provides two 3.1 metre wide traffic lanes with 1.8 metre wide on-street cycle lanes and two metre wide parallel parking adjacent to the kerb on both sides of Bower Avenue. A grass berm including trees where possible trees are proposed beside the kerbs and 1.65 metre wide footpath is proposed between the berm and property boundaries.

10. Cont'd

Other features proposed in this option also include:

- (i) A pedestrian median island between Marriotts Road intersection and Dick Taylor Drive intersection to improve accessibility to Queen Elizabeth II Leisure Centre.
- (ii) Another pedestrian median island outside 143 Bower Avenue to provide a crossing facility for Freeville School children.
- (iii) Two 'type B' intersection treatments at the Thurso Place and Castletown Place intersections.
- (iv) Two 'type C' intersection treatments at the Sandy Avenue and Palmers Road intersections.
- (v) Five pairs of kerb build outs along Bower Avenue, in addition to single build outs opposite Saltaire Street and Thurso Place, to slow vehicles down near intersections and also to provide landscape enhancements on the street. The spacing between kerb extensions varies between 90 metres and 120 metres. The proposed kerb extensions that located outside numbers 77 and 62 will have cut downs to provide crossing facilities for pedestrians.
- (vi) Reduction in the total number of car parks on the street from approximately 200 existing car parks to approximately 140 proposed parks. Parking surveys have been completed for the street and the proposed number of car parks more than caters for the observed number of vehicles that park on the street. The reduction of car parking is due to a number of factors including: extending the no stopping beside the bus stops, so that the bus stops are marked in accordance with current design standards; including the standard 4.1 metre wide cut downs at the entrances to driveways, which widens the majority of the existing entrances; including build-outs for traffic calming and landscaping; including the pedestrian islands to improve pedestrian safety when crossing the road; and including the associated tapers for the cycle lane.
- (vii) Bus stops are consistent with the Queenspark Bus Priority project.

Benefits include:

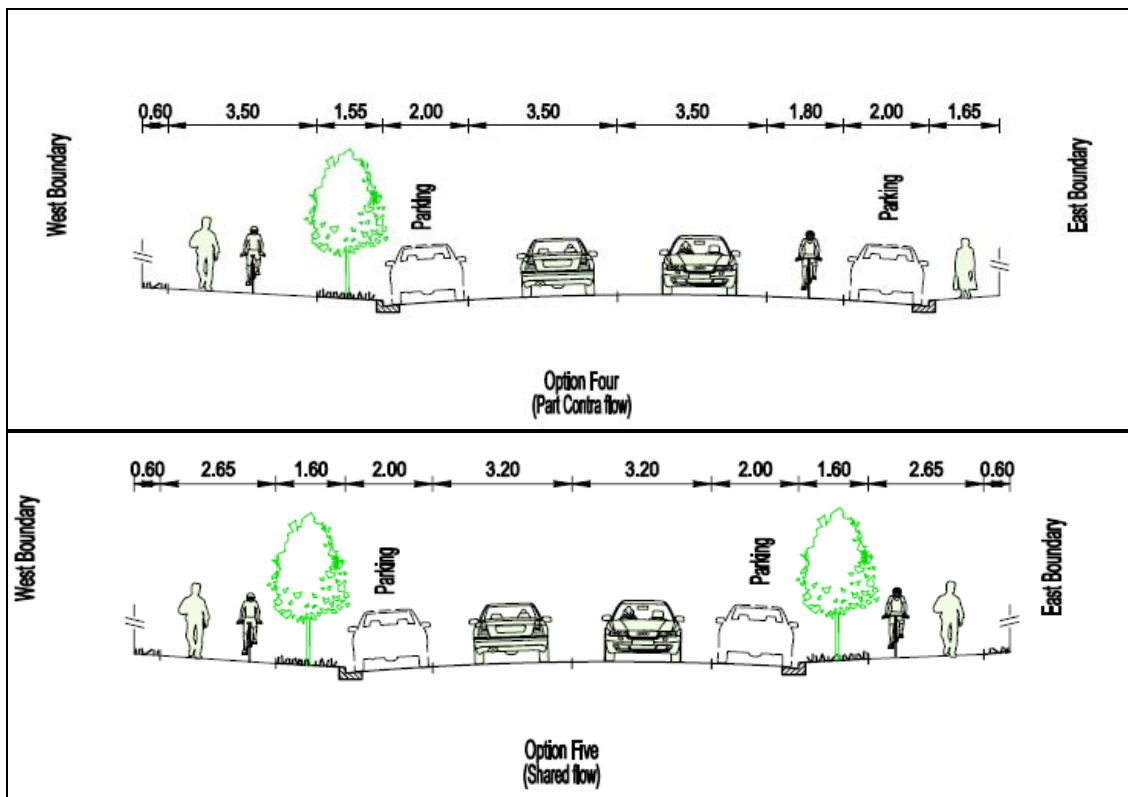
- (i) Enhanced streetscape by providing more opportunity for landscaping.
- (ii) Mid block pedestrian crossing points will provide safer crossing points for pedestrians to cross Bower Avenue.
- (iii) New street trees and landscaping will be located in some sections within kerb build outs and the new grass berms along both sides of the road where possible. The proposed street trees are Acer Burgerianum (Maple) along the berms and Chinese Elms in the build-outs.
- (iv) The proposed design will have a traffic calming effect, which is expected to reduce vehicle speeds along Bower Avenue.
- (v) A standard marked cycle lane on the roadway provides an increased level of service for cyclists.

Conclusion:

Option 3 has been selected as the preferred option. The full proposed plan is presented in Attachment 1b.

10. Cont'd

(d) Options 4 & 5 – Off Road Shared path options



Options 4 and 5, as illustrated above, investigated the use of providing off road shared paths for cyclists and pedestrians. These options also included similar build outs and pedestrian features as described for Option 3. There will be a similar reduction in the number of on-street car parks to that shown in Option 3.

Benefits include:

- (i) These options provide separation for cyclists and moving vehicles on the road.

Shortfalls include:

- (i) The shared cycle/pedestrian lane could cause conflict between cyclists and pedestrians.
- (ii) There are safety issues for cyclists entering and exiting the shared path, especially when crossing over intersections.
- (iii) The proximity of the shared cycle lane to the boundary fences means that cyclists would have less visibility of vehicles emerging from driveways. Although the landscaping strip helps with this, the visibility level is still limited and would reduce the safe cycling speed to around 15 kilometres per hour.
- (iv) There are indications that these types of off road cycle lanes do not cater for all cyclists, so tend to be used less than on road cycle lanes.
- (v) To allow space for this layout, the roadway would be narrower than is allowed for in the City Plan. Therefore a Resource Consent would be required.
- (vi) Several power poles would require shifting to fit these options.

10. Cont'd

Conclusion:

Neither of these options has been selected as the preferred option.

Appropriate form of bylaw

15. The form in which the proposed amendment to the second schedule of the Bylaw has been drafted is considered appropriate in specifying the road where the special vehicle lane will be and the approximate location in the road, and is in accord with the format used in the Second Schedule of the Christchurch City Council Traffic and Parking Bylaw 2008 attached.
16. If a greater level of detail was specified, then if any changes were made to the road in the future which required the alteration of the special vehicle lane the bylaw would need to be amended. If the bylaw was not amended and the changes on the road were made, then that may make enforcement of the bylaw more difficult. The Second Schedule contains wording which provides that lanes will be marked as required/prescribed under the Land Transport legislation or at the officer's discretion in accordance with best practice guidelines.

New Zealand Bill of Rights Act 1990

17. The only provision of the NZBORA which has a bearing on the proposed amendment to the Bylaw is section 18, which provides that everyone lawfully in New Zealand has the right to freedom of movement. Creating special vehicle lanes provides a limitation on this right, but the limitation is considered to be a reasonable restriction in a free and democratic society, in accordance with section 5 of the NZBORA. Persons can still move around the city, and in fact creating cycle lanes may uphold another right under the NZBORA: freedom from discrimination (cycle lanes may provide a safe option for those who cannot drive cars because of a disability or age). Therefore there are no inconsistencies between the draft amended bylaw and the NZBORA.

Legal requirements of a special consultative procedure

18. The Special Consultative Procedure under the Act requires that the Council prepare a Statement of Proposal that must include:
 - “(a) as the case may be,—
 - (i) A draft of the bylaw as proposed to be made or amended; or
 - (ii) A statement that the bylaw is to be revoked; and
 - (iii) The reasons for the proposal; and
 - (iv) A report on any relevant determinations by the local authority under section 155.”
19. The Act also requires the Council to determine the form of the summary of information. Section 89(c) requires that it be distributed "*as widely as reasonably practicable (in such a manner as is determined appropriate by the local authority, having regard to the matter to which the proposal relates)...*" Section 83(e) of the Act also requires that the Council must give public notice of the proposal and the consultation being undertaken.
20. The proposed amendment to the Bylaw concerns a road in one part of the Council's district. It is therefore proposed that the summary of information be distributed to all properties and businesses along the route and nearby properties in adjacent streets and any absentee owners identified within the distribution area. The summary of information will also be sent to other relevant stakeholders, including the Police, Spokes, Taxi Federation, transport groups, and any residents groups in the distribution area. Public notice of the proposal will be published in a local newspaper with a wide circulation in the Council's district. Copies of the consultation documents will be available from the Civic Offices, and selected Council Service Centres and Libraries.

10. Cont'd

Decisions that are inconsistent with Council policies

21. If the Council decides to pursue an option that is significantly inconsistent with any of its adopted policies or strategies, it is required to comply with section 80 of the Local Government Act 2002. This section requires the Council to identify the inconsistency, the reasons for it and any intention to amend the policy to accommodate the decision.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

22. Yes.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

23. Yes.

ALIGNMENT WITH STRATEGIES

24. The proposed cycle lane is aligned to the following strategies:
- (a) Cycle Strategy 2004
 - (b) Draft Infrastructure Design Standard (2009)
 - (c) Council's Parking Strategy (2003)
 - (d) Metro Strategy
 - (e) Sustainable Energy Strategy
 - (f) Physical Recreation and Sport Strategy
 - (g) Road Safety Strategy
 - (h) National Walking and Cycling Strategy
 - (i) New Zealand Land Transport Strategy.

10. Cont'd

STAFF RECOMMENDATION

25. That the Burwood/Pegasus Community Board, through a Chairman's report, recommend that the Council:
- (a) Resolve that the proposed Traffic and Parking Amendment (Bower Avenue) Bylaw 2010, amending the Christchurch City Council Traffic and Parking Bylaw 2008 and providing for special vehicle lanes (Cycle Lanes) on Bower Avenue between New Brighton Road and Marriotts Road, is the most appropriate way to address the objectives stated in paragraph four of this report.
 - (b) Resolve that there are no inconsistencies between the amendments and the New Zealand Bill of Rights Act 1990, and that the draft amendments to the Bylaw are in the most appropriate form.
 - (c) Resolve that Council commence a Special Consultative Procedure to make the Bylaw and that the attached Statement of Proposal (which includes the proposed Traffic and Parking Amendment (Bower Avenue) Bylaw 2010 and proposed plan) and the Summary of Information be adopted for consultation and made available for public inspection at selected Council service centres, Council libraries and on the Council's website.
 - (d) Determine that the Summary of Information be distributed to all properties and businesses along the route and nearby properties in adjacent streets, and any absentee owners identified within the distribution area, as well as to other relevant stakeholder groups, including Spokes, Taxi Federation, Transport Groups, and any residents groups in the distribution area.
 - (e) Resolve that public notice of the proposal be published in a newspaper having a wide circulation in the Council's district.
 - (f) Appoint a hearings panel to consider submissions on the proposed Traffic and Parking Amendment (Bower Avenue) Bylaw 2010.
 - (g) Note that this report is to be included in the Council meeting agenda of 22 April 2010.

10. Cont'd

BACKGROUND

26. The Burwood/Pegasus Community Board was advised by a memorandum of the proposed works in early 2008. An initial survey was then undertaken with the residents in May 2008. Their main concerns identified by the survey were landscaping (trees), traffic speed, street lighting, cycle lanes and improved pedestrian facilities.
27. Details of the proposed Bower Avenue street renewal project were presented at a seminar of the Burwood/Pegasus Community Board on 1 March 2010. The statutory special consultative procedure will follow the adoption of the recommendations of this report.
28. The objectives of this project are:
 - (a) Meet budget and achieve lowest overall cost solution.
 - (b) Maintain or improve user safety and level of service.
 - (c) Renew the kerbs and channels to suit drainage and adjacent street drainage needs as required.
 - (d) Renew street drainage pipes as required.
 - (e) Renew carriageway(s) as required.
 - (f) Renew footpaths as required.
 - (g) Renew berms as required.
 - (h) Renew streetlight assets as required.
 - (i) Renew signs and markings as required.
 - (j) Renew other Transport and Streets assets e.g. cycle, traffic signals, retaining walls, fences, railings, etc if required.
 - (k) Install traffic calming infrastructure to suit the speed environment required.
 - (l) Install new landscaping and street trees to meet Council's Community Outcomes.
 - (m) Install additional assets to meet current standards and the new street layout.
29. Key features of the preferred Option:
 - (a) Replaces the existing kerb and dish channel with kerb and flat channel;
 - (b) Provides a continuous cycle lane on each side of Bower Avenue from New Brighton Road to Marriotts Road;
 - (c) A reduction in the amount of car parking spaces spread along the street. Parking surveys indicate that the number of parks proposed will more than cater for the maximum parking demand observed on this street;
 - (d) Inclusion of a number of kerb build outs to accommodate tree planting and landscaping and to provide traffic calming measures;
 - (e) Improved pedestrian crossing points by the addition of three pedestrian islands at desired pedestrian crossing locations; and,
 - (f) The proposed street trees are Acer Burgerianum (Maple) along the berms and Chinese Elms in the build outs.

11. BRAMWELL STREET – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Authors:	Lorraine Wilmshurst/ Michael Thomson, Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that the stopping of vehicles be prohibited at any time on the north side of Bramwell Street.

EXECUTIVE SUMMARY

2. The Parking Inspections and Enforcement Team identified an issue with parking in Bramwell Street at the rear entrance to Banks Avenue School. An investigation has highlighted the need to restrict parking to one side of the street only. Please refer to the **attached** plan.
3. Bramwell Street is a local road that extends each side of Belfield Street. This report relates to the section of Bramwell Street which extends west from Belfield Street and terminates in a cul-de-sac. This section of road is only six metres wide. It provides access to seven residential properties and vehicle and pedestrian access to the rear of Banks Avenue School and an after school care facility located there.
4. Banks Avenue School has three access points – Banks Avenue, Strathfield Avenue and Bramwell Street – with the main school entrance being on Banks Avenue.
5. At school pick up and drop off times, this section of Bramwell Street is often heavily parked on both sides by parents and caregivers. Inconsiderate parking can completely block the road and prevent residents from entering or leaving their driveways. There is plenty of on-street parking available in neighbouring streets.
6. Where a street is under seven metres wide, it is Council practice to remove parking on one side to maintain access to property, emergency vehicle access and through traffic movement. Therefore it is proposed to install a no stopping restriction on the north side of this section of Bramwell Street from Belfield Street to the cul-de-sac.
7. The proposed no stopping restriction will retain as much on street parking as possible and allow property access, emergency vehicle access and through traffic movement in this section of Bramwell Street.
8. A consultation letter and plan explaining the proposed changes was sent to the Bramwell Street property owners and residents, the Banks Avenue School Principal and Board of Trustees and the Dallington Residents' Association. For details refer to paragraphs 18 to 23.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$110.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

10. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.

11. Cont'd

12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices
13. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes - Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with Council strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. A consultation letter was sent to the Banks Avenue School Principal and Board of Trustees, the residents and property owners of the seven residential properties that access Bramwell Street and the Dallington Residents' Association.
20. Four replies were received from residents and all supported the proposal. They did raise concerns about vehicles blocking ambulance access for one of the residents and not being able to access their properties.
21. Banks Avenue School supports the proposal and does not see the no stopping restriction as an issue for their school.
22. Dallington Residents' Association has been informed of the proposed restriction and have not indicated whether they support the proposal or not.
23. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board approve the following on Bramwell Street:

- (a) That any existing parking restrictions on both sides of Bramwell Street commencing at its intersection with Belfield Street and extending in a westerly direction to the head of the cul-de- sac, be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the north side of Bramwell Street commencing at its intersection with Belfield Street and extending in a westerly direction for a distance of 55 metres.

12. FLEMINGTON AVENUE – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Lorraine Wilmshurst/Michael Thomson, Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that the stopping of vehicles be prohibited at any time on the north east side of Flemington Avenue at its intersection with Bower Avenue.

EXECUTIVE SUMMARY

2. The Council has received a request from a resident that an investigation be undertaken into parking in Flemington Avenue at its intersection with Bower Avenue. The investigation has highlighted the need to restrict parking on the north east side of the street. Please refer to the **attached** plan.
3. Flemington Avenue is a local road that extends between Bower Avenue and Beach Road. The south eastern end intersects with Bower Avenue at an obtuse angle and the intersection has been modified with a right angled threshold.
4. The threshold is a seven metre wide cobbled threshold that allows two way traffic. However, when vehicles are parked in Flemington Avenue close to the intersection, vehicles exiting the street are forced to cross the centreline into the path of oncoming traffic.
5. The proposed No Stopping restriction will remove one parking space from the north east side of Flemington Avenue and create a safer exit for vehicles leaving Flemington Avenue at the Bower Avenue intersection.
6. A consultation letter and plan explaining the proposed No Stopping restriction was sent to the Flemington Avenue property owners and residents at the intersection with Bower Avenue, and the North New Brighton Residents' Association. For details refer to paragraphs 17 to 20.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$50.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

8. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

9. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
10. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices
11. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

12. As above.

12. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

16. As above.

CONSULTATION FULFILMENT

17. A consultation letter was sent to the Flemington Avenue residents and property owners at the Bower Avenue intersection that will be most affected by this proposal, and the North New Brighton Residents' Association.
18. From the ten (10) letters sent to the residents and property owners, two (2) replies were received from resident/property owners and both supported the proposal.
19. North New Brighton Residents' Association has been informed of the proposed restriction but no response has been received to date.
20. The Officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board approve the following:

- (a) That the stopping of vehicles be prohibited at any time on the north east side of Flemington Avenue commencing at its intersection with Bower Avenue and extending in a north westerly direction for a distance of 12 metres.

13. EFFINGHAM STREET/ENDEAVOUR STREET – ANGLE PARKING AND PROPOSED NO STOPPING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Authors:	Lorraine Wilmshurst/Michael Thomson, Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that angle parking be installed on Effingham Street and that the stopping of vehicles be prohibited at any time on the west side of Effingham Street and the south side of Endeavour Street.

EXECUTIVE SUMMARY

2. The Council received a request from a resident of North Beach that an investigation be undertaken into parking at the shopping area on the corner of Effingham Street and Endeavour Street. The investigation has highlighted the need to mark angle parks on the west side of Effingham Street at the shopping area and restrict parking at the entrances to the Service Lane that runs round the rear of the shops from Effingham Street to Endeavour Street. Please refer to the **attached** plan.
3. Both Effingham Street and Endeavour Street are local roads. Effingham Street has a 16 metre carriageway at the shopping area and the Endeavour Street carriageway is 14 metres wide. There is a six metre wide service lane that extends from Effingham Street to Endeavour Street behind the businesses. There is an existing No Stopping restriction at the intersection of Effingham Street and Endeavour Street
4. The majority of vehicles visiting the shopping area angle park in Effingham Street. As it is not currently marked, this parking is rather haphazard with the angle of parking being mainly dependant on which direction a vehicle comes from. However, the legal requirement is that vehicles must park parallel to the kerb unless signs or markings indicate that angle parking is permissible
5. Vehicles currently parallel park in front of the tavern at the Effingham Street end of Endeavour Street. The visible tracking path for vehicles turning left into Endeavour Street from Effingham Street indicates that vehicles cut the corner. This raises concerns that a turning vehicle may collide with the rear of a vehicle angle parked in Endeavour Street. This proposal therefore, is to retain parallel parking in Endeavour Street.
6. The proposal is to mark 12 angle parks along the Effingham Street frontage, retain the No Stopping restriction on the intersection, place parking ticks in Endeavour Street to indicate parallel parking along this frontage and install a No Stopping restriction across each end of the service lane.
7. These measures will legalise the angle parking along Effingham Street and the no stopping restriction will retain access to the service lane for delivery vehicles. Marking parking ticks to identify the parallel parking in Endeavour Street will remove the possibility of a vehicle sweeping into Endeavour Street and colliding with the rear of an angle parked vehicle.
8. The Council Policy "Parking-Kerbside Parking Limit Lines", dated 23 October 1996, restricts limit lines to be installed in this type of location. Clause 3 of this policy allows community boards to make a request to the Council for the installation of these lines.
9. A consultation letter and plan explaining the proposed angle parking and no stopping restrictions was sent to the property and business owners of the block of shops at intersection of Effingham Street and Endeavour Street and to the North New Brighton Residents' Association. For details refer to paragraphs 19 to 21.

13. Cont'd

FINANCIAL IMPLICATIONS

10. The estimated cost of this proposal is approximately \$300.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

11. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

12. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
13. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
14. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

15. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes - Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

17. As above.

ALIGNMENT WITH STRATEGIES

18. The recommendations align with the Council strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

19. As above.

CONSULTATION FULFILMENT

20. A consultation letter explaining the proposed new markings was sent to the property owner, the business managers of the block of shops at the Effingham Street/Endeavour Street and the North New Brighton Residents' Association.
21. No replies were received from the property owner, the businesses or North New Brighton Residents' Association.
22. The Officer in Charge – Parking Enforcement agrees with this recommendation.

13. Cont'd

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board:

Revoke the following parking restrictions:

- (a) That any existing parking restrictions at any time on the west side of Effingham Street commencing at its intersection with Endeavour Street and extending in a southerly direction for a distance of 58 metres, be revoked.
- (b) That any existing parking restrictions at any time on the south side of Endeavour Street commencing at its intersection with Effingham Street and extending in a westerly direction for a distance of 35 metres, be revoked.

Approve the following on Effingham Street:

- (c) That the stopping of vehicles be prohibited at any time on the west side of Effingham Street commencing at its intersection with Endeavour Street and extending in a southerly direction for a distance of nine metres.
- (d) That parking be restricted to 90 degree angle parking on the west side of Effingham Street commencing at a point nine metres south from its intersection with Endeavour Street and extending in a southerly direction for a distance of 36 metres.
- (e) That the stopping of vehicles be prohibited at any time on the west side of Effingham Street commencing at a point 45 metres south from its intersection with Endeavour Street and extending in a southerly direction for a distance of 13 metres.

Approve the following on Endeavour Street:

- (f) That the stopping of vehicles be prohibited at any time on the south side of Endeavour Street commencing at its intersection with Effingham Street and extending in a westerly direction for a distance of nine metres.
- (g) That the stopping of vehicles be prohibited at any time on the west side of Endeavour Street commencing at a point 23 metres west from its intersection with Effingham Street and extending in a westerly direction for a distance of 12 metres.

Recommend to the Council:

- (h) That the Council approve an exemption from the Policy "Parking-Kerbside Parking Limit Lines, clause 3", dated 23 October 1996, to allow parking ticks to be installed on the south side of Endeavour Street from nine metres west of Effingham Street to the Service Lane entrance.

14. HAWKE STREET – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Michael Thomson, Senior Traffic Engineer – Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Burwood/Pegasus Community Board's approval that the stopping of vehicles be prohibited at any time on the north side of Hawke Street, west of the Howe Street and Keppel Street intersections (see **attached** plan).

EXECUTIVE SUMMARY

2. Following distribution of a letter seeking local community opinion on traffic and parking issues on the north side of the Brighton Mall, a number of people raised concerns about the visibility when exiting Keppel and Howe Streets.
3. When inspecting the sites, it was found that by extending the existing broken yellow lines, visibility of approaching traffic on the right (near side) would be improved. This extension will also overcome a specific problem where two vehicles park in a space between the existing end of the broken yellow lines and a vehicle entrance, that is only suitable for one vehicle to legally park. When two vehicles park, the resident advises that their entrance can be partially blocked.

FINANCIAL IMPLICATIONS

4. The estimated cost of this proposal is approximately \$150.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

5. The installation of road markings is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

6. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
7. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
8. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

9. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

11. As above.

14. Cont'd

ALIGNMENT WITH STRATEGIES

12. The recommendations align with the Council strategies including the Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

13. As above.

CONSULTATION FULFILMENT

14. Two residents are directly affected by this proposal; one on the corner of Howe Street and the other on the corner of Keppel Street where both streets intersect with Hawke Street. The residents have been contacted and agree to the proposed change.
15. The Officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board approve:

- (a) That the stopping of vehicles currently prohibited at any time on the north side of Hawke Street commencing at the Keppel Street intersection and extending in a westerly direction for a distance of seven metres, be revoked.
- (b) That the stopping of vehicles currently prohibited at any time on the north side of Hawke Street commencing at the Howe Street intersection and extending in a westerly direction for a distance of 12 metres be revoked.
- (c) That the stopping of vehicles be prohibited at any time on the north side of Hawke Street commencing at its intersection with Keppel Street and extending in a westerly direction for a distance of 30 metres.
- (d) That the stopping of vehicles be prohibited at any time on the north side of Hawke Street commencing at its intersection with Howe Street and extending in a westerly direction for a distance of 30 metres.

15. BEXLEY RESERVE – NORTH AVON BMX CLUB – FORMALISATION OF LEASE/LICENCE

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Authors:	Kim Swarbrick, Consultation Leader Greenspace, John Allen, Policy and Leasing Administrator

PURPOSE OF REPORT

1. The purpose of this report is to enable the Community Board to consider an application from the North Avon BMX Club, an Incorporated Society, to formalise their present occupation of Bexley Reserve.
2. To grant the Club approval to spend up to \$200,000 upgrading their site in preparation for hosting the 2012 National BMX Championships.

EXECUTIVE SUMMARY

3. The club have informally occupied part of Bexley Reserve for over 20 years. Club facilities include a track, club storage, and administration buildings.
4. The club wishes to upgrade its BMX track and other facilities in order to cater for their increasing membership, visitors, and the upcoming National Championships in 2012. This will assist them to raise the profile of the club and position themselves to better cater for changing demographics and interested community groups.
5. Staff are recommending that the Board, acting under delegated authority from the Council, approve the application by the North Avon BMX Club to lease/licence part of Bexley Reserve in accordance with the requirements of section 138 of the Local Government Act 2002 pursuant to section 12 of the same act. The proposed lease/licence areas are illustrated on **attachment one**.

FINANCIAL IMPLICATIONS

6. There are no financial implications to the Council in the granting of a lease/licence to the North Avon BMX Club. Likewise, there are no financial implications to the Council in the proposed track enhancement, it being the responsibility of the club to fund the development, and maintenance of their built infrastructure within their leased area at their expense. The only Council costs will be the staff time spent preparing this report to gain Council approval or otherwise of the club's application, putting the lease/licences in place, and monitoring the developments as they occur on site. These costs are already allowed for within existing operational budgets.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

7. The recommendations will have no impact on the 2009-19 LTCCP budgets except as outlined above.

LEGAL CONSIDERATIONS

8. The club's facilities are situated in the southeast corner of the reserve adjacent to Bexley Road. To formalise their occupation on the reserve, the Council will need to resolve:
 - (a) To lease the area of approximately 8812 square metres, on which the club's existing track and building infrastructure are situated, to the Club;
 - (b) To licence approximately 4890 square metres including the warm up paddock and area immediately surrounding the BMX track to the club.

15. Cont'd

9. The proposed lease area of approximately 8812 square metres (including the existing BMX track and building infrastructure) is located across two separate titles. Both titles are vested in the Council as fee simple land. One parcel of 4.0439 hectares is held in title CB40A/83, being part of Part Rural Section 5839, being held for no particular purpose. The other parcel is 1.8477 hectares in area, held in title CB40A/85 being part of Part Rural Section 6356, which is held for rubbish disposal. The purpose for which this latter parcel of land is held has been completed. These titles make up a portion of the area more commonly known as Bexley Reserve.
10. The proposed lease area will include all areas of which the club has built assets on, comprising the track, starters box, storage containers, and administration building.
11. Surrounding the BMX track are grass banks and to the north a grass area bordered by willows which is utilised as a warm up area of approximately 4890 square metres. These areas have always been informally included for BMX Club occupation purposes. It is intended that this area be licensed to the club.
12. Current Council practice is to grant leases to legally constituted sporting bodies for periods up to 33 years. Broken into three periods of 11 years. The club in question having the right to renew the lease at the end of the first two terms. If the club is a viable entity financially, membership numbers sustainable, and have fulfilled the requirements of the lease conditions during the previous lease period then staff are recommending that such a lease term be offered to the club.
13. Therefore it is proposed that the North Avon BMX Club be offered the lease/licence for a period of up to 33 years broken into three terms of 11 years each. The club having rights to renew the lease/licence at the end of the first two terms. If the lease is surrendered or terminated for any reason the licence agreement will automatically be terminated at the same time.
14. Under the requirements of section 138 of the Local Government Act 2002, it is necessary to publicly advertise the Council's intention to lease/licence the area to the North Avon BMX Club and to consider any submissions received before finally determining to lease/licence the land. This requirement has been performed as addressed in the consultation section, refer paragraph 25, of this report.
15. The Community Board has delegated authority from the Council (April 2008) to consider this application and to decide whether or not to grant the lease/licence over the reserve.

Have you considered the legal implications of the issue under consideration?

16. Yes, see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. The LTCCP's strong communities strategic direction section prioritises: providing accessible and welcoming public buildings, spaces and facilities; providing parks, public buildings, and other facilities that are accessible, safe, welcoming and enjoyable to use; working with partners to reduce crime, help people avoid injury and feel safer; providing and supporting a range of arts, festivals and events; and protecting and promoting the heritage character and history of the city. The fulfilment of the club's ambitions, by approving this application, will formalise the enjoyment and experience both members and visitors obtain from visiting the site.
18. The LTCCP's healthy environment strategic direction section prioritises: providing a variety of safe, accessible and welcoming local parks, open spaces and waterways; providing street landscapes and open spaces that enhance the character of the city; and protecting and enhancing significant areas of open spaces within the metropolitan area. The approval of this application and the resulting development will enhance the character of the reserve/open space for peoples enjoyment.

15. Cont'd

19. The LTCCP's liveable city strategic direction section prioritises: improving the way in which public and private spaces work together. The approval of this application will add to the private infrastructure on the reserve thereby improving the way it interrelates with the public reserve it is situated upon, which in turn will add to the value of the experiences club members and their visitors can obtain at the reserve.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

20. Yes, see above.

ALIGNMENT WITH STRATEGIES

21. This application is aligned with the Christchurch Active Living Strategy by supporting members mental stimulation (learning how to ride and to compete also builds personal confidence).
22. This application also supports the Christchurch Visitor Strategy by allowing the club to enhance their facilities. Thereby strengthening the value of facilities on Bexley Reserve will make them more appealing to locals in the area, interested in riding, and other like minded people visiting the area.
23. The approval of this application is in alignment with the Council's Strategic Direction to support Strong Communities. It encourages residents to enjoy living in the city, and to have fun, thereby supporting Christchurch as being a good place to live.

Do the recommendations align with the Council's strategies?

24. Yes, see above.

CONSULTATION FULFILMENT

25. Public consultation occurred in accordance with the requirements of section 138 of the Local Government Act 2002. The proposal being advertised in the Press Newspaper for one calendar month commencing on 30 January 2010. Other lessees and local residents associations were similarly made aware of the intention to lease/licence the aforementioned areas. No submissions were received in response to this notification.

15. Cont'd

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board, acting under delegated authority from the Council, resolve to:

- (a) Grant to the North Avon BMX Club, pursuant to section 12 of the Local Government Act 2002, a lease over approximately 8812 square metres and a licence over approximately 4890 square metres of Bexley Reserve. The legal description being Part Rural Section 5839 contained in CT CB40A/83 and Part Rural Section 6356. Both land parcels, which are vested in the Council, to be granted for a period of 33 years, broken into three periods of 11 years each, and subject to:
 - (i) The North Avon BMX Club having the right to ask for a renewal of their lease/licence area for a further term at the end of the first two 11 year terms. Subject to the Council being satisfied that the conditions of the lease have been met and that there is sufficient need for the facilities and amenities and that some other use should not have priority in the public interest.
 - (ii) The area covered by the licence agreement being available for public use at all times except when being used by the North Avon BMX Club for associated track activities.
 - (iii) The lease/licence terms being negotiated by the Corporate Support Manager in consultation with the Policy and Leasing Administrator, City Environment Group.
 - (iv) The lease/licence areas being maintained by the North Avon BMX Club in a safe and tidy condition at all times.
 - (v) All costs associated with the issuing of the lease/licence, development and subsequent maintenance of all structures within the lease/licence area, are to be the responsibility of North Avon BMX Club.
 - (vi) The lease/licence agreement is to include a clause which indemnifies the Council and its servants from all claims or demands of any kind, and all liability in respect to any damage or injury occurring to any person or property, as a result of the North Avon BMX Club's activities on the site.
 - (vi) The North Avon BMX Club is to show proof to the Policy and Leasing Administrator that it has a minimum of \$2,000,000 public liability insurance which must be maintained as current during the lease licence period.
 - (vii) The licence will be automatically revoked upon the surrender or withdrawal of the lease associated with this application.
- (b) Grant the North Avon BMX Club approval to spend up to \$200,000 upgrading its site in preparation for hosting the 2012 National BMX Championships subject to the following conditions:
 - (i) The applicant is to pay a \$2,000 bond to the Council via the Greenspace Contract Manager, Linwood Service Centre, and sign a temporary access licence before any construction work commences on the site. The bond less any expenses incurred by the Council will be refunded to the payee upon completion of the development to a standard acceptable to the Transport and Greenspace Manager or his nominee.
 - (ii) The easement construction area being maintained by the applicant, and their contractors in a safe and tidy condition at all times.

15. Cont'd

BACKGROUND (THE ISSUES)

27. The North Avon BMX Club has occupied Bexley Reserve for nearly 20 years. The club was founded in 1981 and was originally based at Burwood Park. However, the Club was soon relocated to the Horseshoe Lake Reserve. Holding a formal lease at Horseshoe Lake the Club stayed for 10 years before finally moving to Bexley Reserve where it has been since.
28. The Club successfully hosted the 2008 New Zealand Nationals and will again host the New Zealand Nationals in 2012. Therefore, the club wishes to further upgrade its track facilities to international standards. The track is currently viewed as the most technical in the South Island. The location has idyllic park like surroundings with plenty of room for all clubs to have their own trackside marquees. Excellent off road parking facilities and a safe secure adjacent warm up area completes the package.
29. During its history, the club has held a stable membership. The current number of financial members is 63 plus 10 junior members under six years old who do not currently pay fees. In the last two seasons the Club has experienced the biggest growth in skill level and membership numbers ever seen. The club believe this is to be attributable to commissioning last year two top North Island coaches to coach members.
30. The Club is in a good financial situation for a club of this size. The club intends to spend \$150,000 - \$200,000 on enhancements to provide a great facility that the city will benefit from for the next 20 years The club's goal is to host the New Zealand Nationals every second or third year. Enhancements proposed include rebuilding the start hill, reshaping some corners and straights, beautifying the surrounding area, levelling ground, re-sowing grass, landscaping, adding permanent picnic tables and increasing storage facilities.
31. Staff are comfortable with formalising the club's present informal occupation of the reserve with a lease/licence agreement. This arrangement will maximise the general public's right of access to the reserve while minimising the areas that are necessarily leased to the club to enable them to undertake their activities efficiently.
32. The adjacent public toilets are situated outside the proposed lease/licence area.

THE OBJECTIVES

33. The objective is to grant a lease/licence over Bexley Reserve to formalise the North Avon BMX Club's long occupation of the reserve pursuant to the Council's powers under section 12 of the Local Government Act 2002.

THE OPTIONS

34. To approve the application thereby allowing the club to realise its aspirations which will assist the club to better service their members and future visitors whilst raising their profile in the community and allowing them to enhance their track for hosting the New Zealand Nationals in 2012.
35. Not approve the application which will mean that the club's informal occupation of the reserve will not be legalised thereby not enabling the club to better service its existing members, and visitors, nor enhance their track to international standards making them unable to host the New Zealand Nationals in 2012. By not approving the application the Club has no security of tenure.

PREFERRED OPTION

36. To approve the application thereby allowing the club to realise their aspirations which will assist the club to better service its members and future visitors whilst raising their profile in the community and allowing them to enhance their track for hosting the New Zealand Nationals in 2012.

16. BURWOOD/PEGASUS YOUTH DEVELOPMENT FUNDING SCHEME - APPLICATIONS - AARON CLUTTERBUCK, AVERY ADDEI, BRYCE MCMILLEN

General Manager responsible:	General Manager Community Services DDI 941-8608
Officer responsible:	Recreation and Sport Unit Manager
Author:	Jacqui Miller, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present for the Board's consideration, three applications for funding assistance from the 2009/10 Youth Development Funding Scheme.

EXECUTIVE SUMMARY

2. Funding is being sought by three applicants, Aaron Clutterbuck a 16 year old from Parklands, Avery Addei a 13 year old from Parklands and Bryce McMillen a 13 year old from Burwood.
 - (a) Aaron has been selected to the New Zealand team to compete at the Pacific Rim Gymnastics Championships in Melbourne Australia from 26 April to 3 May 2010.
 - (b) Avery and Bryce have been invited to play for the 82 Academy at the Mediterranean International Cup in Barcelona, Spain from 28 March to 10 April 2010.
3. Aaron is the current national level eight champion, and competed for New Zealand at the Trans Tasman meet in September 2009. Aaron is one of three gymnasts selected to the New Zealand Junior 2010 team to compete at the Pacific Rim Championships in Melbourne from 27 April to 2 May 2010.
 - (a) Aaron Clutterbuck, 16 year old from Parklands. He started gymnastics when he was six years old and loves all types of sport. Aaron has had numerous titles over his 10 years in the sport, competing last year at the nationals which was held in Hamilton. Aaron achieved a great deal, bringing back seven gold medals, two silver and also received the trophy for male gymnast of the competition. He was nominated gymnast of the year from Sport Canterbury. He currently trains approx 20 to 25 hours per week which includes two mornings each week from 6am to 8am. He is currently on the list for the Commonwealth Games and will trial for this in Auckland in March and then again in April. This has been Aaron's dream since he started gymnastics and one he hopes to achieve, his ultimate goal will be competing at the Olympics for New Zealand.
 - (b) Aaron's referee Avril Enslow has supported his application, stating his commitment to his sport, an excellent work ethic and as a role model for the other junior gymnasts in his club and in Canterbury. Avril has also stated that *"the financial demands on a family with gymnasts in the high performance programme are high". "The travel necessary to attend national clinics and competitions mount up and in 2010 there are two overseas tours planned". These are necessary to ensure that Aaron develops as a true senior international gymnast and is matched regularly against gymnasts of his age and ability. "There is no funding from the National body for these tours. The Clutterbuck family is very supportive of the club and our programmes and we believe that Aaron is a very worthy gymnast to received additional support"*.
4. The 82 Football Academy is all about excellence and is the brainchild of New Zealand coach and former 1982 All White Ricki Herbert. Football globally is in a growth phase and many New Zealand families are becoming more involved in the code. The aim of the Academy is to develop the skill base of both boys and girls. The target age range is nine to 12 year olds. The critical path is to find talented children, work with them on technical ability, mental approach and physical wellbeing.

16. Cont'd

5. The youth football tournament celebrates its 10th edition in the Costa Brava, Spain. The event counts on the best clubs and national teams in the world competing in four different classes during the tournament. The main purpose is that any young football player can compete against the most famous clubs in the world. The competition features some of the best teams such as Manchester United, Real Madrid etc and also allows the participation of small modest clubs which is what makes this event a unique and impressive tournament. There will be a total of 160 teams participating in the tournament on natural and artificial pitches throughout the region.
 - (a) Avery Addei, 13 year old from Parklands who currently attends Christchurch Boys' High School. Avery retired from gymnastics in 2007, he had reached fourth overall in New Zealand but his dream of becoming a footballer became a stronger passion. He has played for two clubs and was selected in the Canterbury Development Squad when he was 10 years old. He has consistently performed to a level to achieve selection into the Canterbury team in 2007 and 2008. Avery trains with his current team "Nomads" twice weekly, he also trains himself at ball skills and sprinting when not at formal training. He plays futsal on Sunday afternoon to increase his touch and speed with the ball and has been learning about how diet plays an important role in making him perform to his best ability.
 - (b) Avery is thrilled to have been selected to the 82 Academy team and has loved the training sessions in Christchurch, Nelson and Queenstown immensely. His football skills, leadership and confidence have all greatly improved over this time. Avery has a good academic ability and enjoys achieving high grades, he is strong in many subjects including Japanese. He shows good leadership and participation levels in the classroom. The experience Avery will gain from this trip to Spain will drive him to achieve his long term dream, to ultimately play for New Zealand.
 - (c) There are three youths that have made this team in Canterbury therefore the families have decided to jointly fundraise, however as the time between the naming of the team and the trip is so very short they are also applying for grants. As a sole parent, Avery's mother has managed to make the first two payments using savings and will be heavily reliant on the fundraising, financial assistance from successful grants applications or she will be seeking a loan to complete the balance of the funds required for this trip.
 - (d) Bryce McMillen, 13 years old from Burwood who currently attends Christchurch Boys' High School. Bryce started playing football at age three and has been involved at club level competition every year since. Beginning as a member of Burwood AFC and only last year joining Burnside AFC because Burwood AFC was not involved in the 1st division of the 13th Grade. He is expecting to play for Nomads United AFC this season.
 - (e) Bryce participated in Ricki Herbert's 82 Football Academy held at Parklands in September 2009, which was the first of Herbert's academies in New Zealand. Based on his skill level and attitude he was selected to attend the 82 Academy in Queenstown in January 2010. As a result of his performance there he was selected to join the squad to compete in the Mediterranean International Cup competition to be held in Barcelona Spain at the end of March/beginning of April 2010.
 - (f) Bryce attended Windsor Primary School, Heaton Intermediate and is now at Christchurch Boys' High School. Throughout primary and intermediate school years Bryce has been involved with athletics, this led to being selected for Canterbury Championships and being part of the Canterbury Selection for inter-provincial competitions (in Christchurch and Dunedin), and he went on to podium finishes at the South Island Colgate Games. At primary school, Bryce was involved in Kapa Haka, a cultural group that performed shows not only at schools but also at the Christchurch Town Hall and local retirement homes and community centres. Bryce also works hard in the classroom and demonstrates his strong team ethic of supporting and assisting his classmates.

16. Cont'd

- (g) This will be Bryce's first experience of international football and how other academies operate, and further inspire his long term ambition of becoming a professional football player. This experience will in turn help him to inform and inspire other local players as to the extent of the game overseas.

FINANCIAL IMPLICATIONS

6. The following table details event expenses and funding requested for the applicants:

(a)

EXPENSES FOR AARON CLUTTERBUCK	Cost (NZ \$)
Accommodation and food (6 nights), including transport for 6 days	1,585
Flights	650
Entry fees	100
Training costs	300
Uniform	620
Travel insurance	48
Total Costs per applicant	\$3,353
Amount raised by applicant:	
Sausage Sizzle	200
Fundraising at Gym	300
Amount requested	\$500

(b)

EXPENSES FOR AVERY ADDEI AND BRYCE MCMILLEN	Cost (NZ \$)
Accommodation, food, tournament fees	1,900
Flights	2,399
Taxes	450
Travel insurance	70
Total Costs per applicant	\$4,819
Amount raised by applicant:	
Application for funding from Riccarton Rotary Club (pending)	1,000
Fundraising – Raffles etc	5,000
Amount requested (each)	\$500

7. This is the first time the applicants have applied for funding from the Burwood/Pegasus Community Board's Youth Development Scheme.
8. There is currently a balance of **\$1,100** available in the 2009/10 Youth Development Scheme fund.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

9. Yes.

LEGAL CONSIDERATIONS

10. There are no legal issues to be considered.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. This fund aligns with the 2009-19 LTCCP.

16. Cont'd

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. The applications align with the Youth Strategy and the Physical Recreation and Sport Strategy.

STAFF RECOMMENDATION

It is recommended that the Board allocate \$350 each from the Burwood/Pegasus Youth Development Funding Scheme to:

- (a) Aaron Clutterbuck to compete at the Pacific Rim Gymnastics Championships in Melbourne Australia from 26 April to 3 May 2010
- (b) Avery Addei and Bryce McMillen to play for the 82 Academy at the Mediterranean International Cup in Barcelona, Spain from 28 March to 10 April 2010.

17. RESIDENTS' ASSOCIATIONS/COMMUNITY ORGANISATIONS

Mr Bob Stevenson, Chairperson of the Southshore Residents' Association, will update the Board on the activities of the group at 6pm.

18. COMMUNITY BOARD ADVISER'S UPDATE

18.1 UPCOMING BOARD ACTIVITY (TABLED)

18.2 2009/10 BOARD FUNDING UPDATE

18.3 CUSTOMER SERVICE REQUESTS – 1 FEBRUARY TO 31 MARCH 2010

18.4 CHIEF EXECUTIVE'S MARCH 2010 COUNCIL UPDATE (ATTACHED)

19. BOARD MEMBERS' QUESTIONS

20. RESOLUTION TO EXCLUDE THE PUBLIC (ATTACHED)